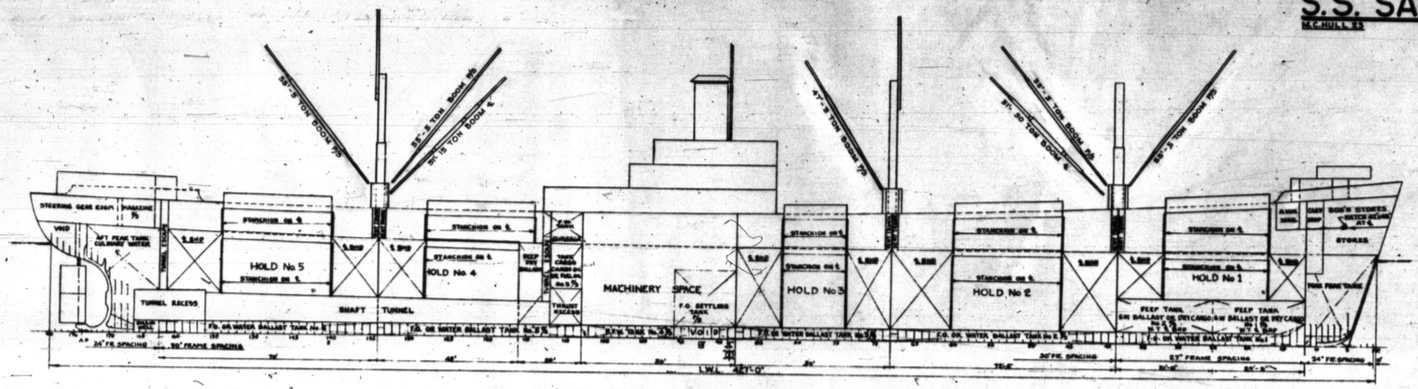
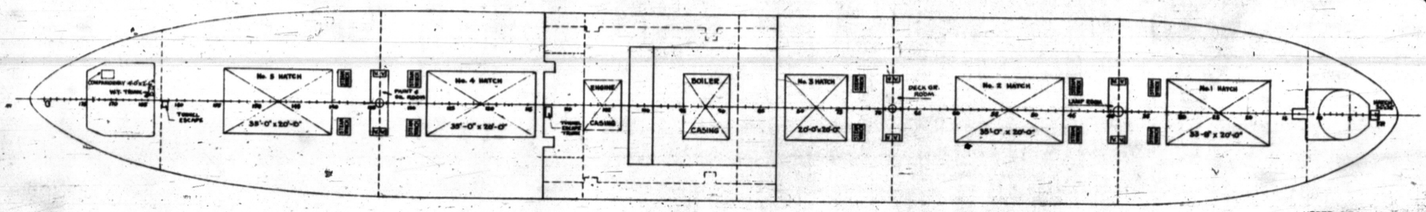


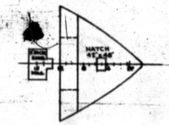
S.S. SAMUEL CHASE

M-C HULL 25 — S-2 HULL 2010

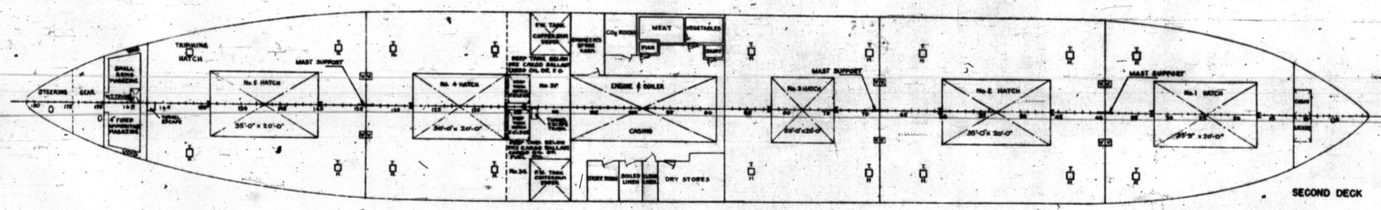




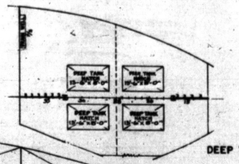
UPPER DECK



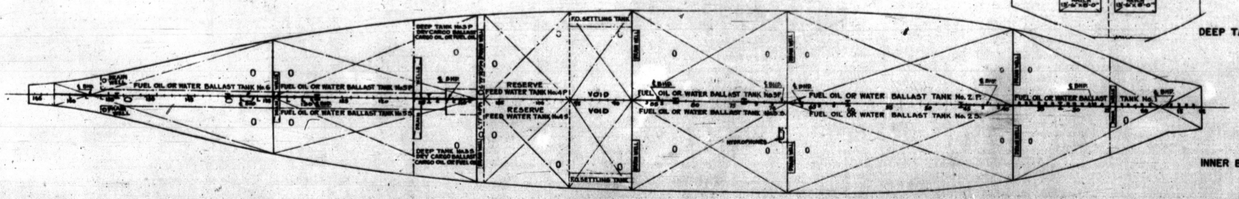
FLAT BET. 2nd & UPPER DKS.



SECOND DECK



DEEP TANK TOP



INNER BOTTOM

CARGO

COMPARTMENT		GRAIN CAPS	BALE CAP
		C.F.	C.F.
HOLD No. 1	HOLD	41257	36083
	TWEEN DECKS	43143	38565
HOLD No. 2	HOLD	98860	92008
	TWEEN DECKS	46794	42630
HOLD No. 3	HOLD	68459	59793
	TWEEN DECKS	27970	23904
HOLD No. 4	HOLD	56841	52574
	TWEEN DECKS	35277	29689
HOLD No. 5	HOLD	58620	51571
	TWEEN DECKS	34570	30864
DEEP TANKS	No. 1P	3639	2729
	No. 1S.	3639	3004
	No. 2P	7473	5294
	No. 2S.	7473	5578
	No. 3P	13674	12506
	No. 3S.	13188	12024
	TOTAL	562827	499816

WATER BALLAST

TANK		CU. FT.	TONS @ 35CF
FORE PEAK		5073	145
WATER BALLAST	No. 1	5029	144
" " "	No. 2P	5967	170
" " "	No. 2S.	5967	170
" " "	No. 3P.	4400	126
" " "	No. 3S.	4365	125
" " "	No. 5P.	4391	125
" " "	No. 5S.	4391	125
" " "	No. 6	4118	118
AFTER PEAK- CULINARY WATER		5438	155
DEEP TANKS	No. 1P.	3975	114
	No. 1S.	3973	114
	No. 2P.	7340	210
	No. 2S.	7340	210
	No. 3P.	13540	387
	No. 3S.	13065	373
	TOTAL	98570	2811

FRESH WATER

TANK		GAL'S	TONS @ 36CF
RESERVE FEED	No. 4P.	17855	66
" "	No. 4S.	17859	66
FRESH WATER	FR. 108-113P.	7541	28
" "	FR. 108-113S.	7541	28
	TOTAL	50792	188

FUEL OIL

TANK		GAL'S	TONS @ 32.5CF
FUEL OIL TANK	No. 1	36863	132
" " "	No. 2P.	43742	157
" " "	No. 2S.	43742	157
" " "	No. 3P.	32251	116
" " "	No. 3S.	31955	115
" " "	No. 5P.	32185	116
" " "	No. 5S.	32185	116
" " "	No. 6	30183	108
	TOTAL	283106	1017
F.O. SETTLING TANK	FR. 88-96P.	14083	51
" " "	FR. 88-96S.	14083	51
	TOTAL	28166	102
CARGO OIL OR FUEL OIL			
DEEP TANK	No. 3P.	99257	356
" "	No. 3S.	95772	344
	TOTAL	195029	700
	TOTAL (ALL F.O.)	506301	1819

STORE ROOM

	CU. FT.
DOS'N. STORES ON 2ND DECK F.R. TO FR. 12	3034
DOS'N. STORES ON FLAT BET. 2ND & UPP. DKS.	3492
CABIN STORES 2ND DK. (FRS. 88-106)	4329
LINEN LOCKER	585
BONDED STORES	186
REFRIGERATED STORES	
MEAT	801
FISH	173
VEGETABLES	768
DAIRY	176

PRINCIPAL DIMENSIONS

L.O.A.	441'-2½"
L.B.P. (25'3½" W.L.)	416'-0"
BREADTH MLD.	56'-10⅜"
BREADTH EXTREME	57'-1⅛"
DEPTH TO UPPER DECK, MLD.	37'-4"
DEPTH TO SECOND DECK, MLD.	28'-7"
DRAFT	27'-9½"

CAPACITIES & TYPES OF WINCHES
7x12 DBL. GEARED WINCHES FOR 5 & 15 TON BOOMS
10½x12 " " WINCH FOR 50 TON BOOM

HEIGHTS OF MASTS

FIXED MAST ABOVE DECK	FOREMAST	40'-3½"
" " " "	FR. 68	42'-11⅛"
" " " "	FR. 134	42'-2¼"
TELESCOPIC " "	FR. 68	62'-11⅛"
" " " "	FR. 134	62'-2¼"

ENGINE
DIRECT ACTING CONDENSING THREE CYLINDER TRIPLE EXPANSION ENGINE DEVELOPING 2500 I.H.P. AT 76 R.P.M.

BOILERS
TWO MAIN BOILERS OF THE CROSS-DRUM SECTIONAL SINUOUS HEADER STRAIGHT TUBE TYPE FITTED WITH SUPER HEATERS BURNING BUNKER 'C' FUEL OIL.

DEADWEIGHT SCALE

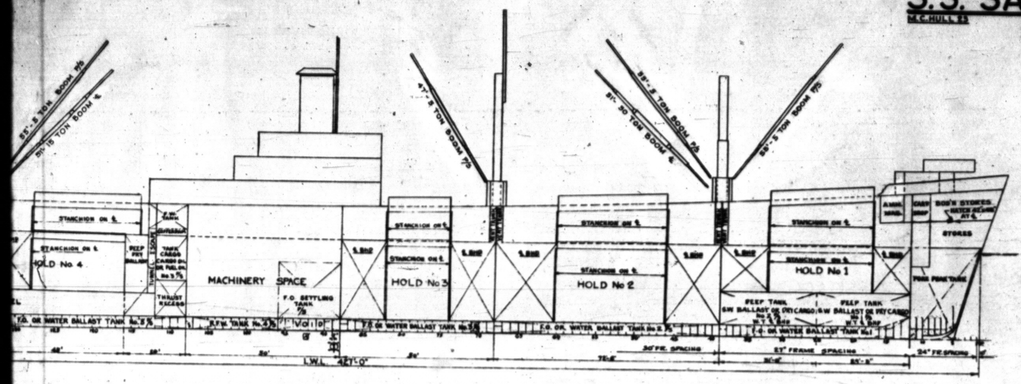
DEADWEIGHT S.W.	DRAFT	DISPLACEMENT S.W.	TONS PER INCH
10920	28	14287	49
11000		14900	48.5
10000	27	13900	48
9000	26	12900	47.5
8000	25	12000	47
7000	24	11000	46.5
6000	23	10000	46
5000	22	9000	45.5
4000	21	8000	45
3000	20	7000	44.5
2000	19	6000	44
1000	18	5000	43.5
0	17	4000	43
	16	3000	42.5
	15	2000	42
	14	1000	41.5
	13	0	41
	12		
	11		
	10		
	9		
	8		

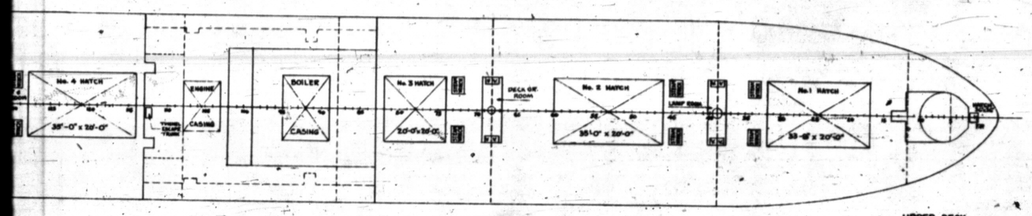
27'-9¼" MOLDED DRAFT

3337 LIGHT

S.S. SAMUEL CHASE

M.C. HULL 23 — S.P. HULL 2010



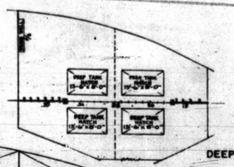


UPPER DECK

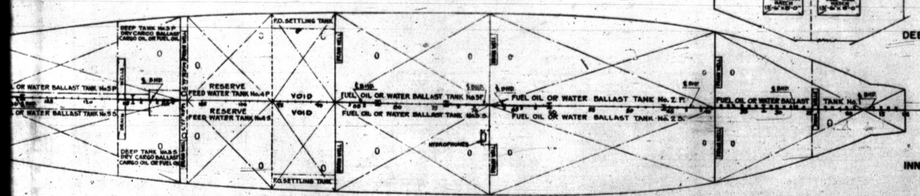
SECOND DECK



FLAT BET. 2nd & UPPER DKS.



DEEP TANK TOP



INNER BOTTOM

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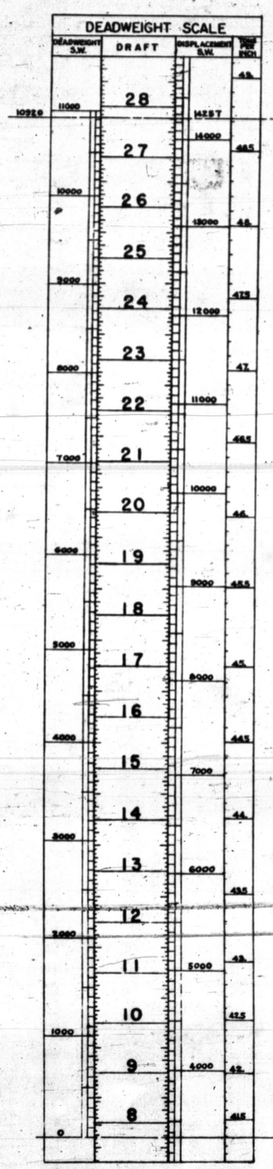
HEIGHTS OF MASTS

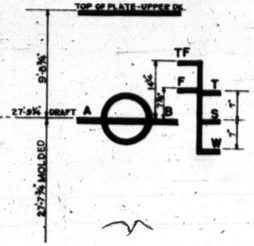
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DEADWEIGHT SCALE





NOTE:
THE LIGHT WEIGHT OF THE SHIP INCLUDES THE 4" GUN AFT., 4-50 CALIBER MACHINE GUNS, 4-30 CALIBER MACHINE GUNS, 1-50 CALIBER GUN FORWARD & AMMUNITION

NO	ALTERATIONS	DATE	REMARKS
1	LENGTH OF DECK SET BETWEEN P.P.'S & DIV. DR. CORRECTED TO SUIT L.P.P.	4-29-48	

DESIGN NO. EC2-S-C1

UNITED STATES MARITIME COMMISSION
EMERGENCY SHIP CONSTRUCTION DIVISION

CAPACITY PLAN

SCALE 1/16" = 1 FOOT — DATE MARCH 7, 1947

DRAWN [illegible] F.P. — APPROVED [illegible]
TRACED — APPROVED
CHECKED L.S.H. — APPROVED

BETHLEHEM-FAIRFIELD SHIPYARD, INCORPORATED
FAIRFIELD — BALTIMORE, MD.

M.C.E. PLAN Nº 14-63 / 301-312 — S29-1-1-9

APPROVED AS NOTED IN
M.C.E. LETTER DATED 4-29-48
M.C.E. FILE NO. 525
BY [illegible]
BY